

~~TOP SECRET~~

CONTROL NO. BYE-2810-65, Copy 2

REFERRED TO OFFICE	RECEIVED			RELEASED		SEEN BY	
	SIGNATURE	DATE	TIME	DATE	TIME	NAME & OFFICE SYMBOL	DATE
DCI	<i>m. J.</i>	8/20/65				<i>WJ</i>	

Handle Via Indicated Controls

BYEMAN

Access to this document will be restricted to those persons
cleared for the specific projects;

..OXCART.....
.....

WARNING

This document contains information affecting the national security of the United States within the meaning of the espionage laws U. S. Code Title 18, Sections 793 and 794. The law prohibits its transmission or the revelation of its contents in any manner to an unauthorized person, as well as its use in any manner prejudicial to the safety or interest of the United States or for the benefit of any foreign government to the detriment of the United States. It is to be seen only by personnel especially indoctrinated and authorized to receive information in the designated control channels. Its security must be maintained in accordance with regulations pertaining to BYEMAN Control System.

~~TOP SECRET~~

GROUP 1
Excluded from automatic
downgrading and declassification

~~TOP SECRET~~

EO 12958
3.3(b)(1)>25Yrs
EO 12958 6.2(a)



CENTRAL INTELLIGENCE AGENCY

WASHINGTON 25, D. C.

OFFICE OF THE DIRECTOR

20 AUG 1965

BYE-2810-65

Copy 2

MEMORANDUM FOR THE PRESIDENT

On 14 August 1965, an A-12 aircraft flew nonstop from its secret base [] to Orlando, Florida, back to the [] [] then to Kansas City and return to its base. The flight was accomplished exactly as planned, simulating an operational mission with two air refuelings and three cruise legs. On each leg of the mission the aircraft cruised at its designed operational speed of Mach 3.1 at altitudes between 80,000 and 90,000 feet. The flight covered a total distance of 6500 nautical miles in 5 hours and 27 minutes, including air refueling times. A total time of 2 hours and 20 minutes was flown at cruise speed of Mach 3.1. The aircraft landed in excellent condition with only three minor malfunctions.

The significant aspects of this flight are:

1. There were no air-flow disturbance conditions encountered in the engine air inlets--not even minor roughness. (This is the classic problem that plagues supersonic speed turbojet aircraft).
2. There were no electrical system problems.
3. There were no heat problems to the aircraft engines, or pilot due to the prolonged high speed, high temperature flight.
4. This flight is an important milestone and increases our confidence that we should have a reliable, operational aircraft in near future. (3 to 6 months for further validation.)

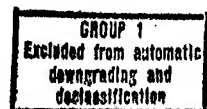
(signed) W. F. Raborn

W. F. RABORN

HANDLE VIA BYEMAN
CONTROL SYSTEM

APPROVED FOR RELEASE
DATE: AUG 2007

~~TOP SECRET~~



~~TOP SECRET~~

BYE-2810-65

Page 2

Signature Recommended:

[Redacted Signature]

Director of Office of Special Activities

Signature Recommended:

[Redacted Signature]

Deputy Director for Science and Technology

HANDLE VIA BYEMAN
CONTROL SYSTEM

~~TOP SECRET~~

~~TOP SECRET~~

BYE-2810-65

Page 3

Distribution:

- Copy 1 - Addressee
 - Copy 2 - DCI
 - Copy 3 - DDCI
 - Copy 4 - Ex. Dir. - Compt.
 - Copy 5 - ER
 - Copy 6 - DD/S&T
 - Copy 7 - DD/S&T
 - Copy 8 - DD/S&T
 - Copy 9 - D/OSA
 - Copy 10 - D/TECH
 - Copy 11 - PS/OSA
 - Copy 12 - SS/OSA
 - Copy 13 - D/FA/OSA
 - Copy 14 - OXC/OSA
 - Copy 15 - SAL/OSA
 - Copy 16 - RB/OSA
- D/OSA/JCLedford/mcm(19 Aug 65)

HANDLE VIA BYEMAN
CONTROL SYSTEM

~~TOP SECRET~~